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25X1

East Germany

COUNTRY

REPORT

25X1

Soviet Troop Trains

TOPIC

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

25X1

DATE PREPARED 17 December 1953

REFERENCES

PAGES 4 ENCLOSURES (NO. &amp; TYPE)

REMARKS

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CB - Converted boxcar

B - Boxcar

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1. shuttle-trains with military personnel via Kuestrin

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between 14 November and 1 December 1953:

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DateNumber of Cars

25X1

Westbound.

14 November

54 B

16

53 B

17

53 B

18

53 B

19

50 B

20

56 B

21

54 B

23

53 B

24

57 B

26

54 B

27

54 B

28

57 B

1 December

57 B

Eastbound.

14 November

54 B

15

56 B

16

54 B

17

53 B

18

53 B

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19 November 54 B  
20 54 B  
21 57 B  
22 54 B  
25 57 B  
27 53 B

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1

2. Shuttle-trains with military personnel [redacted]  
[redacted] between 24 November and 2 December included:

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Date	Number of Cars	From	To
24	54 B	Jueterbog	Frankfurt/Oder
	56 B	Weimar	Kuestrin
	56 B	Kuestrin	Weimar
	54 B	Frankfurt/Oder	Dresden
	55 B	"	Weimar
25	54 B	Guben	Magdeburg
26	55 B	"	Weimar
	54 B	Jueterbog	Frankfurt/Oder
27	54 B	Kuestrin	Jueterbog
	54 B	Magdeburg	Kovel
28	54 B	Chemnitz	Kuestrin
	54 B	Erfurt	Frankfurt/Oder
	54 B	Magdeburg	Brest Litovsk
29	55 B	Guben	Chemnitz
	54 B	Brest Litovsk	Altengrabow
30	54 B	Guben	Dresden
1 December	54 B	Kuestrin	"
2	54 B	Guben	Jueterbog
	54 B	Frankfurt/Oder	Chemnitz

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3. Between 14 and 16 and 22 and 24 November, a train with military personnel each went from Guben to Jagodin. Between 14 and 16 November [redacted] five westbound trains with military personnel on the Guben - Jagodin line.

4. On 22 November, a shipment of 20 flatcars carrying two T-34 tanks and 18 tank trucks escorted by Polish military personnel was observed at the Krossen railroad station. A way-bill indicated that Guben was receiving station.

5. On 25 November [redacted] a troop train with Polish tank troops and air force troops arriving at Jagodin. The train [redacted] came from Silesia, probably was redispached toward Kovel.

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6. By order of the Soviet railroad transportation control headquarters, the following cars were to be dispatched from Frankfurt/Oder on 25 November:

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Number of CarsReceiving Station

4 CB  
11 CB  
4 CB  
2 CB

Wuensdorf  
Rehagen-Klausdorf  
Wildpark  
Stendal

2

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7. Eastbound shuttle-trains on 27 and 28 November included shuttle-train through Kuestrin on 27 November; [ ] and shuttle-train through Frankfurt/Oder on 28 November.

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8. [ ] shuttle-train [ ] of 35 boxcars with military personnel was dispatched from Fuerstenberg to Schwerin-Goerries on 25 and 27 November. 3

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9. On 25 and 29 November, an empty train of 46 converted boxcars each went from Schwerin to Magdeburg.

10. On 28 November, a troop train of 10 converted boxcars and 4 flatcars was loaded with 350 to 400 officers and men wearing black-bordered blue epaulets, and four half-track vehicles with searchlights at the Dallgow-Doberitz railroad station. The train was dispatched toward Doberitz.

1. [ ] Comment. The shuttle-trains are commented on as follows:

[ ] the train went from Kuestrin to Weimar on 17 November 1953. As the train, however, left the zone to the east on the same day, its return on 21 November 1953 is given credence.

[ ] on 21 November 1953, the train returned empty to the zone via Kuestrin.

[ ] A previous report indicated that, immediately after its arrival in the zone on 23 November, the train must have been dispatched from Dresden to Guben on 24 November 1953. As such employment appears improbable, it is assumed that the data in paragraph 7 of the present report are correct, and that the shuttle-train actually left the zone via Frankfurt/Oder on 28 November 1953.

[ ] the train went from Magdeburg to Jagodin during the night of 21 November and, according to paragraph 2 of the present report, returned on 26 November 1953, it is not believed that the train arrived via Kuestrin. [ ]

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[ ] It must be assumed, however, that the train arrived in the zone after a period of five days, about 26 November 1953.

[ ] The empty train was dispatched from Wustermarke to Jueterbog on 13 November which indicates that the train left for the east via Kuestrin on 15 November 1953.

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[redacted] the train went from Jueterbog to the east on 19 November.

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[redacted] According to a previous report, the train went from Chemnitz to Frankfurt/Oder on 20 November, and, according to paragraph 2 of the present report, returned from the east to Weimar via Frankfurt/Oder on 24 November 1953. Paragraphs 1 and 7 of the present report indicate that the train again left the zone toward the east on 27 November 1953.

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[redacted] On 19 November 1953, the train allegedly went from Chemnitz to Guben. Thus, its return from the east to Dresden on 24 November 1953 appears possible. It is not clear, however, whether the train came via Guben or Frankfurt/Oder.

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[redacted] The employment of the train reported in paragraph 2 was [redacted] is confirmed by the present report.

All other shuttle-trains reported [redacted] are observed for the first time in conjunction with the routes mentioned.

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2. [redacted] Comment. These trains with a small number of cars probably carried replacements who were distributed to units at various posts.

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3. [redacted] Comment. As the interzonal shuttle-train [redacted] previously employed between Magdeburg and posts of the Third Shock Army only, its dispatching from Fuerstenberg is doubted.

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